

Chapter 7:

Implementation

Implementation of the recommendations in this Comprehensive Plan will involve the modification and adoption of multiple city development control ordinances. This includes the following documents

- Zoning Ordinance
- Subdivision Regulations
- Capital Improvement Plan
- Park and Open Space Plan

Specific amendments to these documents are detailed in the following.

Adoption of Proposed Comprehensive Plan and Growth Policies

The Comprehensive Plan serves as a guide for how the community desires to grow. Development is the domain of the private sector, however it is the Comprehensive Plan which serves to first give assurance to existing residents as to what they can expect to develop adjacent or near them. Likewise one of the purposes of the Comprehensive Plan is to give some predictability to the development community as to where types and intensities of development could occur.

To assist the Carmel/Clay Township Plan Commission and Carmel City Council, growth policies or planning concepts have been prepared to describe the conditions which need to be present for a type and intensity of land use to be sustained. The growth policies are a guide to assist Plan Commissioners and Council members in their deliberations over land use. Adoption of the Comprehensive Plan will give these policy makers a tool to consistently evaluate the merits of development proposals on a case by case basis.



Amend Zoning Ordinance

A community's zoning ordinance is the legal framework to reflect the development concepts defined in the Comprehensive Plan.

The current zoning ordinance for Carmel and Clay Township contains numerous ambiguities and development standards which are no longer valid in the community. Specifically, the ordinance contains thirteen residential zoning categories, in many instances with little, if any, difference in the standards. This zoning ordinance has not been comprehensively reviewed to clarify district standards with the development intensities reflected in the Comprehensive Plan. Additionally, the corresponding zoning map does not sufficiently reflect the community's vision for its long range build out.

A comprehensive overview of the community zoning ordinance, including a comprehensive review of the zoning map should be conducted to bring into synch the Comprehensive Plan and the communities principle development control ordinance. A major end product of the revision to the Zoning Map, should be the delineation of areas in the community which are appropriate to be mapped as Rural Residential. This should be accompanied with a correlated ordinance revision to include a Rural Residential District with a development standard of at least one acre of land per single family dwelling unit.

Amend Subdivision Control Regulations

The subdivision regulations contain the standards for the development of the community. This includes standards for street construction, utilities etc.

Throughout the citizen involvement phase of the 2020 Visioning Process, citizens expressed the desire for new developments to adhere to higher standards in the development of transportation facilities and provision of public open space. Similarly, members of the development community complained about the lack of consistency in the platting process of what improvements and their magnitude would have to be made. The Carmel/Clay Township Subdivision Regulations should be amended to specifically modify and clarify standards for at least the three design issues which were raised in the 2020 Vision Process. These include:

- The Subdivision Regulations shall be amended to encourage the preservation of significant environmental features.
- A park impact fee should be developed to replace the extraction system which currently exists.
- The dedication of street rights-of-way necessary to serve a proposed development should also be clarified. Such ordinance needs to be crafted in such a way that the dedication is commensurate with the impact of the development.
- The Hamilton County Alternative Transportation Task Force and subsequently the Hamilton County Plan Commission and County Commissioners adopted a series of standards for the development of bicycle and

pedestrian systems throughout the county. These standards define the type of bicycle lane, path or trail to be installed on certain type of streets.

Develop five-year Capital Improvement Plan (CIP)

Just like an entrepreneur establishes a “business plan” laying out expected costs to run a business and projected revenues, a community must establish a long range capital improvement plan. Such a Five Year Capital Improvement Plan is a useful tool to not only mitigate projected impacts before they are a problem, a CIP is a useful tool to direct growth. In this Comprehensive Plan several improvements have been cited in order to maintain or improve the quality of life in the Carmel/Clay Township area. Projects which should be prioritized and incorporated into such a five year CIP include:

- Acquisition and development of the Monon Trail
- Acquisition of certain unique environmental features
- Expansion of public open space
- Construction of Hazeldell Parkway
- Construction of the U.S. 31 service roads
- Construction of 126th St. from Range Line to Carmel Dr.
- Construction of some alignment of 126th St. west of U.S. 31
- Widening of 146th Street.

The previous list is not exhaustive nor is it suggested that all of these projects could be accomplished over the next five year period. Integral to a five year CIP is the process of analyzing the city and township’s revenue stream and determining the allocation that could be dedicated on an annual basis to capital improvements. Currently, no CIP exists.

Development of Open Space and Park System Plan

A fundamental finding of the 2020 Visioning Process and subsequently the Comprehensive Plan was the collective community's desire to expand the public open space opportunities. The land-use plan delineates opportunities where unique environmental features exist and can be used when the Plan Commission evaluates new development proposals to protect such features. A long range parks and open space plan, however, needs to be developed to prioritize the key components of the community's park and open space system.

DETAILED FOCUS AREA SPECIAL STUDIES

There are four areas within the township where it has been concluded that follow-up detailed special study is warranted. These areas are designated on the Comprehensive Plan Map. The issues to be studied and resolved through a focused planning study include the following:

- *U.S. 31 Corridor Plan* - The U.S. 31 corridor is the community's major north-south link. The character emerging and being advocated in this corridor is that of a high quality office center. Over the next several years the state of Indiana will need to make certain traffic improvements to the basic road system (alignment, traffic lanes, interchanges) to this corridor in order to maintain its traffic efficiency. While already the second largest concentration of office development outside of downtown Indianapolis, the corridor is currently less than 25% built out. A rare opportunity exists to plan for a higher standard of development design. Such corridor plan should deal with transportation issues, physical design issues and land use/zoning issues.

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- *Old Town/Village Center Study Area* - The historic center of Carmel at Rangeline Rd. and Main St. Warrants further focused study. While an urban design plan has been completed, opportunities exist to connect this area to the high school and additionally in a southern direction to connect into the Civic Center complex and commercial uses along Rangeline.
 - *96th & Westfield Boulevard Special Study Area* - Several issues remain to be resolved in this area. These issues include the extension of 96th Street west of Westfield, direction as to how the intersection with the Monon would work and detailed land use intensity in the area.
 - *Eller Road/River Crossing Special Study Area* - While replacement of the current two lane bridge to a three lane bridge at 116th Street across White River is anticipated in the near future, additional bridge opportunities in the Eller Road/River Road area need to be explored to provide for better north south traffic movement.

The previous points form the basis of how the vision expressed by citizens in the 2020 Visioning process which have been subsequently organized into a long range plan for the community could be implemented.